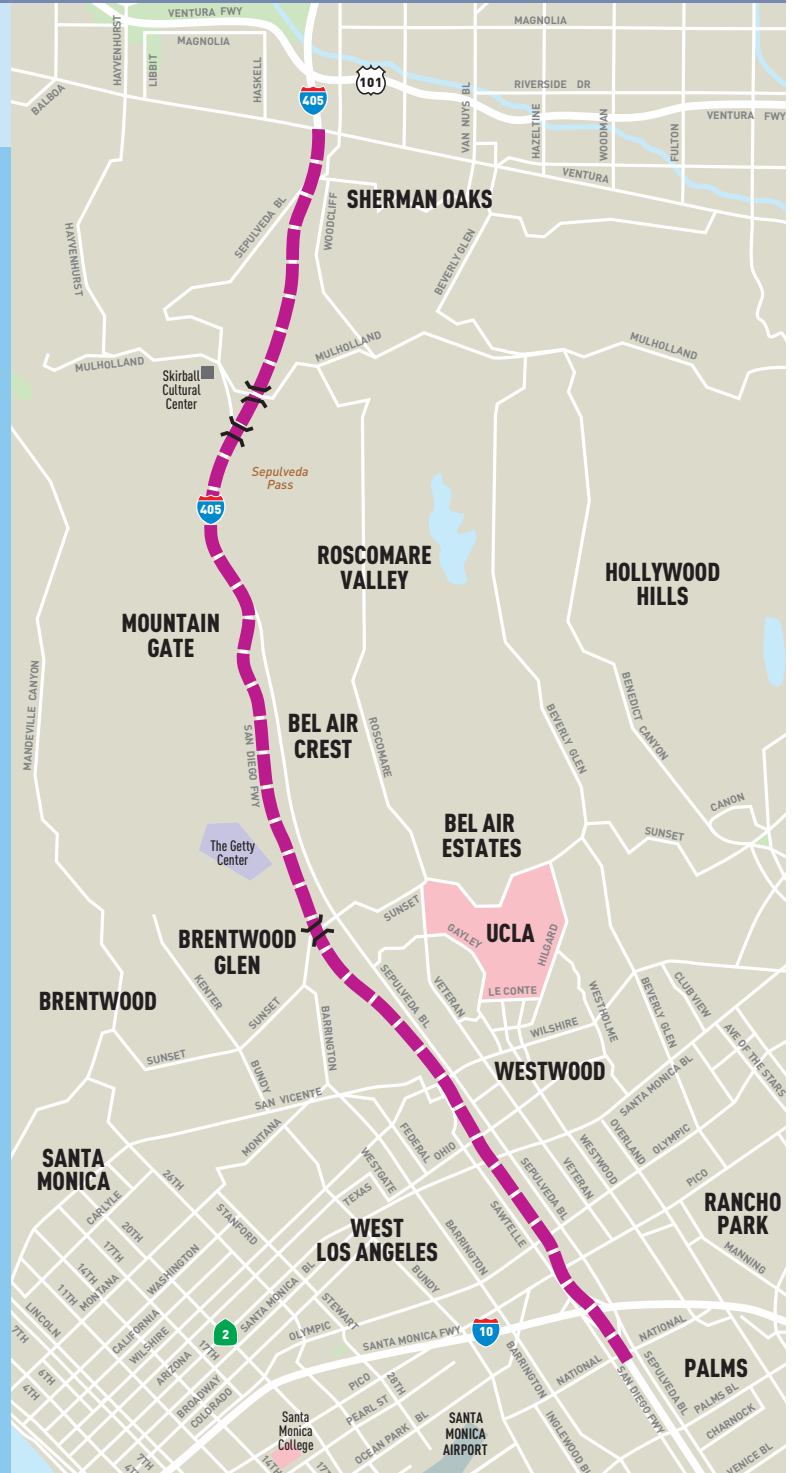




I-405 Sepulveda Pass Improvements Project

QUARTERLY PROJECT STATUS REPORT



Metro®



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INTERSTATE 405 SEPULVEDA PASS IMPROVEMENTS PROJECT

QUARTERLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH GRANTS FROM THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE AMERICAN RECOVERY AND REINVESTMENT ACT (AARA) AND FUNDS FROM THE STATE OF CALIFORNIA.

JUNE 2011

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PROJECT OVERVIEW & STATUS

The I-405 Sepulveda Pass Improvements Project will add a 10-mile HOV lane and improve supporting infrastructure such as ramps, bridges and sound walls on the San Diego Freeway (I-405); while widening lanes from the Santa Monica Freeway (I-10) to Ventura Freeway (U.S. 101). This project will reduce existing and forecasted traffic congestion on the I-405 and enhance traffic operations by adding freeway capacity in an area that experiences heavy congestion. In addition to these modifications, the project will improve both existing and future mobility and enhance safety throughout the corridor. Project benefits include a decrease in commuter time, reduce air pollution, and promote ridesharing. The I-405 Sepulveda Pass Improvements Project features include:

- *Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 freeways*
- *Remove and replace the Skirball Center, Sunset Blvd. and Mulholland Dr. Bridges*
- *Realign 20 on and off ramps*
- *Widen 20 existing overpasses and structures*
- *Construct approximately 18 miles of retaining walls and sound walls*

Interstate 405 (I-405), also known as the San Diego Freeway, is a north/south route classified as an interstate/interregional loop freeway. It is part of the National Highway System (NHS), originating at the I-5 in Orange County in the City of Irvine and terminating at the I-5 in Los Angeles County, in the City of Los Angeles near the community of Mission Hills. The high-occupancy vehicle (HOV) lanes on I-405 are currently operating in both northbound and southbound directions from the county line of Orange County to north of I-105; from north of Burbank Boulevard to Route 118; and in the southbound direction from Waterford Street to north of Burbank Boulevard.

The design-build contract Notice to Proceed (NTP) was given on 6/2/2009, with commencement of contract time (1550 calendar days) on August 31, 2009. Substantial completion is currently expected to occur in May 2013, with final acceptance of the project required by November 27, 2013.

Critical areas for the project are Veterans Administration (VA) and the closure of the Mulholland Bridge in mid-July 2011. The General Services Administration (GSA) properties acquisition is finally moving forward and we obtained partial access in June 2011. The Getty agreement has been signed. Reversible Lane project changes and identifying all utility relocations and their impact to the project are being resolved. Contractually, the delay in acquisition of the VA property started on June 1, 2011. Project has significant support from local officials, Caltrans, and FHWA, however it will be a challenge to resolve VA legislation that precludes VA property transfer. Caltrans is working on obtaining a License to Enter and Construct from VA. This would resolve the VA ROW issue. The Recovery Schedule is complete except there are areas which the Project believes could be mitigated to maintain the Contractual Substantial Completion date of May 31, 2013. The I-405 Project alignment adjacent to the Getty has passed the 100% design and is continuing toward RFC of the entire package with procurement starting on the critical wall located at the north-end of Getty. This work is well underway at Wall 1827 and Kiewit is ahead of schedule on construction of this wall. Mulholland Drive Overcrossing design is proceeding with the base design with one minor change that is reversing the construction staging. This requires some design work but eliminates the requirement for temporary utility relocations during the demolition of the bridge. Addition of the COLA Reversible Lane project to the I-405 project has been slow, but the Project has FHWA concurrence and needs to finalize the scope and cost with Kiewit.

PROJECT OVERVIEW & STATUS (Cont'd)

The I-405 Project is proposing a 3rd lane from Skirball Off-Ramp to Skirball Overcrossing which was not clearly identified in the information for Bidders plans but is required to make the traffic in the northbound Sepulveda work between Skirball Ramp Terminus and Skirball Bridge. Project is pushing forward with the incorporation of overlapping work of the Reversible Lane project into the I-405 project. FHWA has requested for a funding plan between City, Caltrans, Metro, and FHWA.

Caltrans, Metro, and Kiewit are being sued because of the potential that the project may have cut-off the developer's access in the Getty Area (Bel Air Crest). At this point, the options are; prove that the access was not cut-off, find other access, pay the developer for cutting-off access, or move the ramp that impacts the access. Project is currently working on these issues with Caltrans and County Counsel. Specifically, the project has looked at an alternative access which could potentially resolve the problem. The new alignment requires lesser wall height than the original alignment, but none of the alignments are technically feasible to construct.

Construction of Walls 1720/1730 is well underway and both walls have been excavated to the roadway level. This work has recovered several months of schedule time and is moving in the right direction but mistakes in the plans are causing redesign and slower pace. Sunset Bridge girders have been placed on the south side of the bridge, and Skirball Bridge girders were set in early June. At this time, Kiewit's overall construction has turned the corner and they are making significant progress. Within couple of months we should know if their progress can carry through and complete by May 2013 or earlier.

Key project activities for June 2011 include:

- Retaining Walls 1720/1730 adjacent Sound Wall maintenance issues between Caltrans and City Staff has not been resolved. Numerous meetings have not resolved these issues and regardless of the lack of decision, the Project will construct the walls.

Caltrans ROW appraisal process for temporary and permanent easements continues and is well underway. The Project has obtained Right-of-Entry (ROE) for Kiewit on all the required parcels. Kiewit extended Temporary Construction Easement (TCE) limits beyond the ROE agreements. This has potential impact to the appraisal process which is being managed by Caltrans. Caltrans is in the process of initiating new appraisals for all the affected parcels. Changes in the lateral walls are slowing the progress on these walls.

PROJECT OVERVIEW & STATUS (Cont'd)

- Widening of Sepulveda between Montana and Church to accommodate the COLA requests for standard lanes and shoulders. Part of the potential costs will be through a Change Order and Provisional Sums are involved as well as increases and decreases in baseline costs which are making this not a straightforward process. Metro Contract Administration has asked that this issue be addressed as a change and the Project is working to process it through the system. The Change Notice has been processed, Metro Contracts Administration has determined the merit, and County Counsel has approved this change. The Metro Board approved this change and Metro is tracking the issue. The cost estimate was expected to be finalized by end of June 2011, but Kiewit has been slow in resolving costs with Metro and Project is pushing Kiewit to expedite the process.
- The existing 12' X 12' Reinforced Concrete Box under Sepulveda Blvd. has been incorporated into Kiewit's design and the construction work was incorporated in their schedule. Metro is working with Kiewit to finalize costs but have only received ROM estimate to date. The cost estimate is expected to be finalized by end of August 2011.
- Kiewit completed the Recovery Schedule and Metro approved it. A few activities have caused the completion date to move to August 2013 but the Project has identified ways to remedy the situation and pull back the completion date to May 2013. As an example, Metro gave Kiewit direction to start the construction of retaining wall 1827, and this wall is no longer on the critical path. Mulholland Bridge appears to be on the critical path due to project going back to baseline design. Metro/Caltrans are working with Kiewit to pull this work back to Substantial Completion of May 31, 2013.
- It appears that the only issues left are; reversible lane and impacts to project if it is not incorporated, and impacts to project caused by lack of ROW. Metro/Kiewit/HNTB/Caltrans are working on these issues. Project and City have been meeting to resolve scope issues, while progress is slow it is still going in the right direction.

MANAGEMENT ISSUES

Concern No. 1: Align I-405 Closer to the Getty Parking Structure (96" MWD Waterline)

Status/Action The Project and Getty are in conceptual agreement with the 5+1 lane configuration, ROW, and other issues. Project is working on final revised estimates and setting timetable for resolution of the costs with Kiewit.

Concern No. 2: Provisional Sums

Status/Action Provisional Sums process is moving forward and finally getting agreements on estimates fairly quickly.

Concern No. 3: One Team with Caltrans and Metro

Status/Action Caltrans has asked the Project to review staffing levels, with the intent of resolving any issues before design effort ends. The Project has added two City oversight staff to address the City construction progress and track Kiewit's effort.

Concern No. 4: Reversible Lane Project on Sepulveda

Status/Action FHWA has indicated verbally and in email that they concur with the concept of having Metro complete most of the Reversible Lane work and has asked the Project to write a Change Notice to add the work. Metro, City, and DWP are in agreement on 50/50 cost sharing of Utilities (Power) for the Reversible Lane and I-405 Projects.

Project is working on completing the scope of work and estimates to share with FHWA. The Project cannot wait much longer on approval. The agreement is expected to be in place by end of July 2011(FHWA).

Concern No. 5: Review Support from COLA

Status/Action The COLA has, for the most part, met commitments for the submittal review times, but in the last month or so, the COLA Departments have made it clear that they will not be able to make some of the upcoming review times due to lack of staff and resources. Funding is available to the City, but in some cases, no overtime has been allocated to the appropriate accounts at the Mayor's office. The Project and Metro will continue to work with the City Staff and Elected Officials to find ways to keep the project supported and on schedule. K.N. Murthy, LACMTA Deputy Chief Capital Management Officer and the COLA Mayor's office met with City Managers to develop core services plan, that requires City Staff to be committed to Metro Projects. The I-405 Project has asked LABOE and LADOT for staff. One LABOE staff is on board and we are evaluating the effectiveness of having LABOE at the IPO.

MANAGEMENT ISSUES (Cont'd)

Recent Level 1 escalation meetings with Mike Brown (LABOE), Ken Hustings (LADOT), Michael Hunt (LADOT), and project have been productive, and this process will continue for the next several months.

Concern No. 6: Kiewit and Metro Estimating Approaches

Status/Action Metro and Kiewit have found it difficult to reconcile estimates, although the Project is working on different approaches with different staff. The Project has made progress with design estimates which seems to be a breakthrough on this aspect of estimating with Kiewit. The Project is also still working on the construction estimate issue; different oversight staff and new hires are in the works. Project hired one additional estimator and established oversight by one of I-405 senior staff. Project has also brought in independent estimators for change work verification. The lack of quick resolution of cost on Change Order work is still an issue and the process is slow. The PSA work cost resolution has been much better. Kiewit and Metro have committed to resolve the estimating issues on the Change Order work by September 2011.

Concern No. 7: Mulholland Bridge Realignment

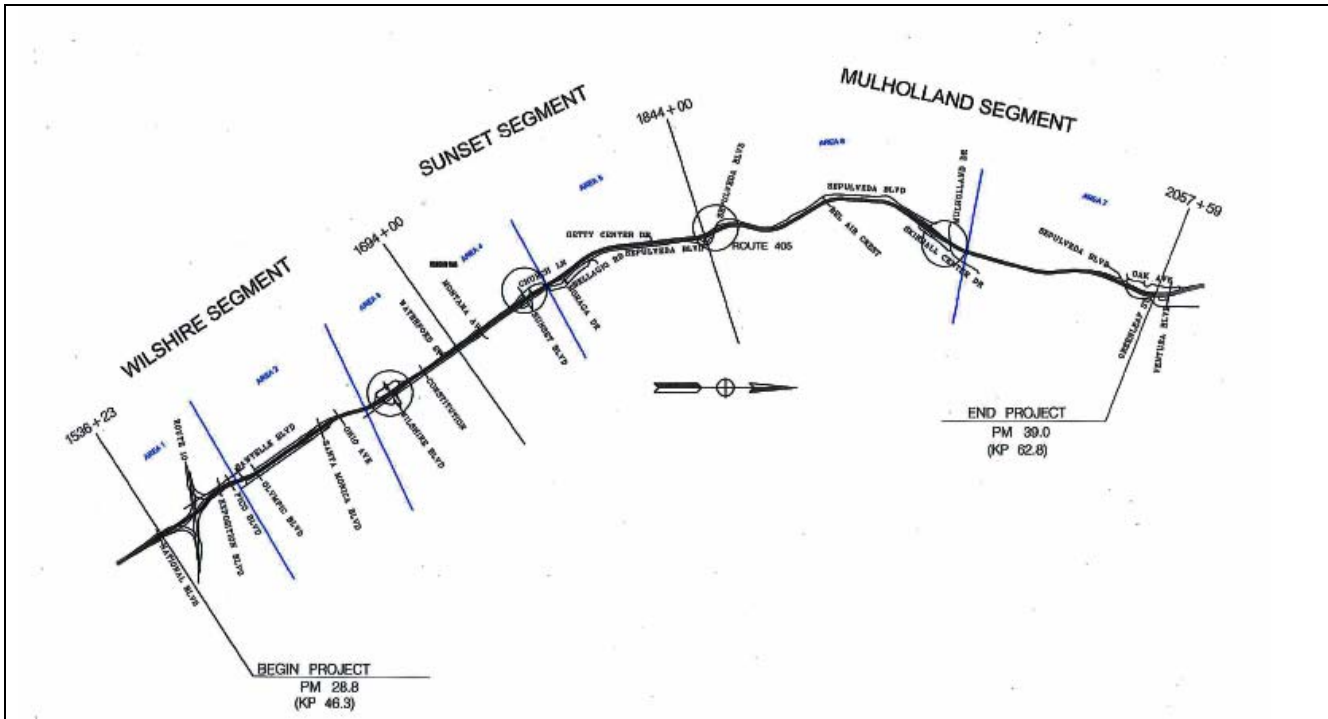
Status/Action The Project's plan to realign Mulholland Drive was progressing until high level City Manager (LADOT) requested that options for "curved" Mulholland Drive be considered. This is causing schedule delay and raising concern with costs. Project met with City on December 21, 2010 to address these concerns. City will submit their comments and Project will meet with the Elected Officials Staff to obtain concurrence as well. Project met with City Design Review Board on February 17, 2011 to address changes to Mulholland Scenic Highway. Two issues of concern were raised by the Mulholland Design Review Board; (1) project needs to make the proposed alignment look similar to the existing alignment, and, (2) hire a world-class architect to design a world-class bridge. The first request is not feasible because if the Project made the design to look like the existing, then it is more feasible to adopt the baseline design. The second request is also not feasible as it will delay the Project by 12 to 18 months, if the Project is to design a world-class bridge. Project has gone back to the baseline design with a reversal of construction staging for Mulholland Drive OC. This will increase the design cost but will reduce the Utilities temporary relocation cost. The Project is moving forward with the modified baseline plan and the demolition of the south half of the Mulholland Bridge is scheduled for July 16, 2011 – July 17, 2011.

MANAGEMENT ISSUES (Cont'd)

Concern No. 8: Recovery Schedule

Status/Action The Project Recovery Schedule was submitted on December 16, 2010 inclusive of all known construction activities and re-sequencing and is now approved. The project completion is currently at August 2013 because of the Mulholland Bridge work, but Metro believes it can be brought back to May 2013. Significant construction progress was made in May and it looks as if we are close to being on track with the recovery schedule.

PROJECT SCOPE



The I-405 Sepulveda Pass Improvements Project is a Design-Build contract to add a 10-mile High Occupancy Vehicle (HOV) lane on the northbound San Diego Freeway (I-405) between the Santa Monica (I-10) and Ventura (US 101) Freeways. The purpose of the project is to reduce congestion by adding the HOV lane and closing the HOV gap, which will provide a continuous HOV lane from the Orange County Line to the I-405/US-101 interchange. The scope entails an 11-foot half median, one 12-foot HOV lane, a 1-foot HOV buffer, five 12-foot mixed-flow lanes, and a 10-foot outside shoulder.

Most of the freeway widening required for this project occurs along the east side of I-405 along Sepulveda Blvd. between Montana Ave. and Moraga Dr. and between Getty Center Drive and the northbound Getty Center off-ramp. Sepulveda Blvd. is going to be slightly realigned at the relocated southbound I-405 Skirball Center Drive on/off-ramps in order to add a left-turn lane to the on-ramp.

Some freeway widening also occurs along the west side of the freeway between Olympic Blvd. and Waterford Street and between Bel Air Crest to just north of Ventura Blvd.

In order to reduce accidents associated with traffic on the ramps, project scope includes several interchange improvements as detailed below:

PROJECT SCOPE







- Wilshire Blvd. interchange in both directions
The northbound on-ramp from eastbound Wilshire Blvd. is grade-separated from the northbound off-ramp to westbound Wilshire Blvd. and from Sepulveda Blvd. The southbound off-ramp to eastbound Wilshire Blvd. is grade-separated from the southbound off-ramp to westbound Wilshire Blvd.
- Northbound I-405 Sunset Blvd. interchange
The northbound I-405 off-ramp to eastbound Sunset Blvd. is widened to include one more lane. Two exclusive 12-foot lanes on the reconstructed Sunset Blvd. overcrossing and two 12-foot lanes on the on-ramp are provided for the northbound I-405 on-ramp from eastbound Sunset Blvd. In the eastbound direction three 12-foot lanes and in the westbound direction three 11-foot lanes are provided which solves the existing reduction from three lanes to two lanes in the eastbound direction. In both directions, 4-foot shoulders and 5-foot sidewalks as well as a 13-foot median are provided on the Sunset Blvd. overcrossing.
- The irregular northbound I-405 on/off-hook ramps at the Getty Center interchange are reconfigured to a standard diamond interchange to increase stopping sight distances in order to improve safety.
- The southbound I-405 Skirball Center Drive interchange is relocated to form a “T” intersection with Sepulveda Blvd. This eliminates the existing intersection at the end of the southbound I-405 Skirball Center Drive off-ramp.
- The southbound Valley Vista/Sepulveda Blvd. off-ramp is reconstructed due to freeway widening.

A total of 12 soundwalls and 54 retaining walls within the project limits are constructed at embankments where right-of-way is constrained.

A total of 12 undercrossings within the project limits are widened. Three overcrossings at Sunset Boulevard, Skirball Center Drive, and Mulholland Drive are replaced.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

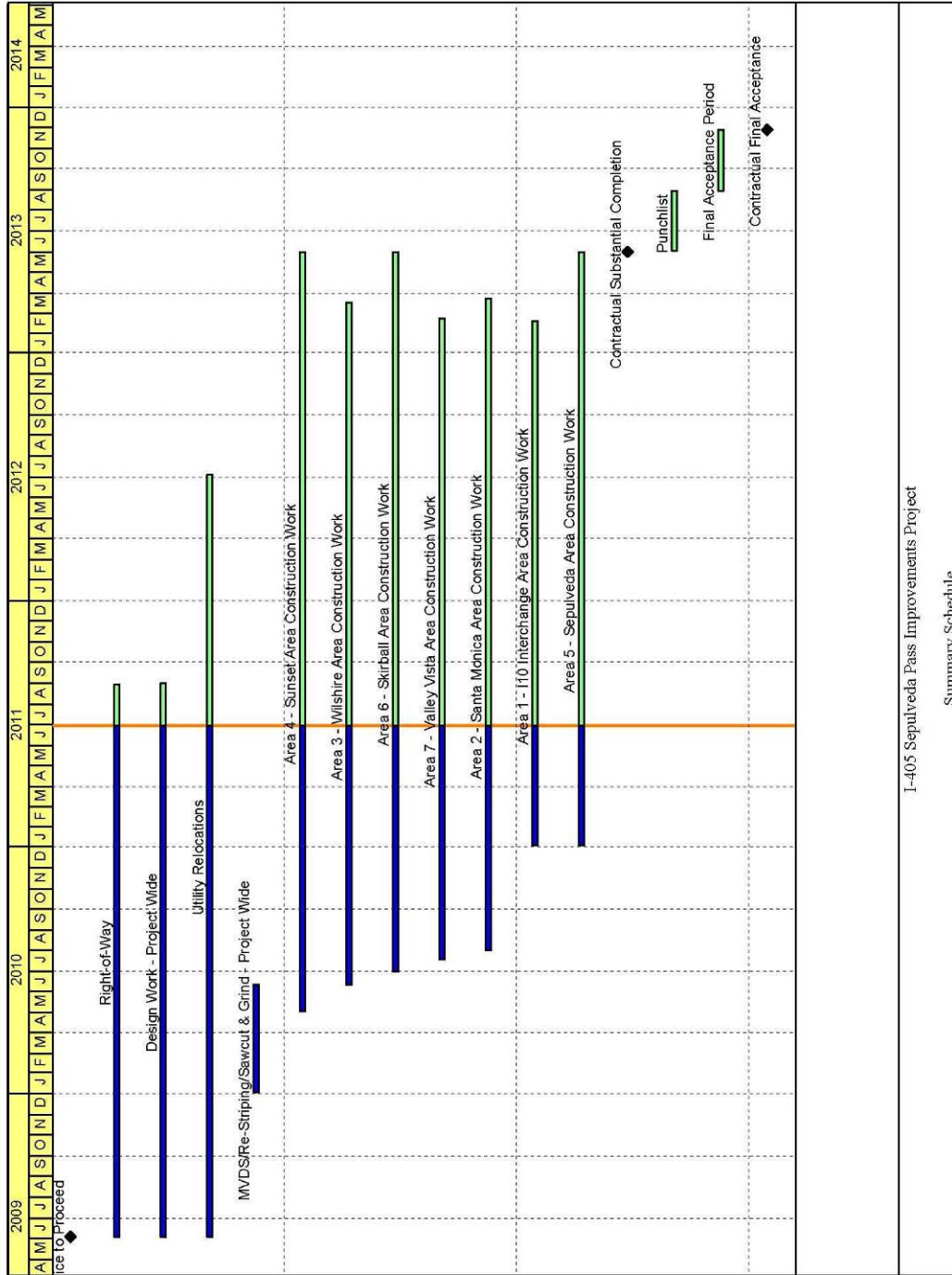
	Milestone Date	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11
SoCal Gas 8" Gas Line # 222; Begin Work	6/1/11A	○					
Bridge 21 Skirball Center OC; Completed Installation of Girders on North Side	6/3/11A	○					
Bridge 22 Mulholland; Begin Work	6/20/11A	○					
Bridge 16 Sunset OC - Begin installation of Precast Deck Panels at Spans 1, 2, & 3	6/13/11A	○					
Bridge 22 Mulholland OC Foundation - RFC	6/27/11A	○					
Bridge 16 Sunset OC - Complete installation of Precast Deck Panels at Spans 1, 2, & 3	6/30/11A	○					
UID # 304 LADWP Overhead Power Relocation at Mulholland; Begin Work	7/6/11*		○				
Bridge 3 Olympic Blvd (South); Erect Girders	7/15/11		○				
Bridge 24 Wildlife UC - RFC	7/15/11*		○				
Bridge 18 Getty Center UC - RFC	7/18/11*		○				
Bridge 21 Skirball OC; Complete Installation of PC Girder Top Deck, Diaphragm and Bridge Bearing	7/18/11*		○				
Bridge 21 Skirball OC; Begin Installation of PC Girder Top Deck, Diaphragm and Bridge Bearing Phase II	7/18/11*		○				
Bridge 22 Mulholland OC; Complete Demolition of South Side of Bridge	7/18/11		○				
Shell Pump Station N698; Begin Work	7/19/11*		○				
Bridge 19 Sepulveda Blvd. UC - RFC	7/21/11*		○				
Bridge 17 - RFC	7/22/11*		○				
Area 7 Sewer Line; Begin Work	7/25/11*		○				
Bridge 7 Wilshire NB Off-Ramp; Complete demolition of Abutment # 5 and Wingwalls.	7/25/11*		○				
Area 4A Remaining Storm Drain; Begin Work	7/27/11*		○				
UID # N967 Mulholland Segment Fire Hydrants; Begin Relocation	7/28/11*		○				
Bridge 16 Redesign - RFC	7/29/11*		○				
Area 5 Sepulveda - RFC	8/1/11*			○			
Bridge 9 Wilshire UC; Complete demolition of steel railing.	8/5/11			○			
UID # N-393 LADWP Underground Power/Duct Bank 1740+00 to 1760+00 - Sunset Bridge; Construction Begins	8/8/11			○			
Bridge 22 Mulholland OC Construction - RFC	8/12/11			○			

 Metro Milestone	 Design/Build	 Third Parties Approval
 Caltrans Milestone	 New Date	 FHWA Federal Highway Administration Approval

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11
SB 405 On-Ramp From WB Wilshire Blvd; Begin Work (Remove Curb/Sidewalk)	8/12/11*			○			
UID # 196B AT&T-TCG Fiber Optic Underground Ductbank (Part II) - Complete relocation.	8/17/11			○			
UID # 401-403 Sewer Lines; Complete relocation.	8/22/11			○			
UID # 201-203 Area 2 Sewers; Complete relocation.	8/28/11			○			
UID # N-1403 AT&T-TCG Fiber Optic Underground Ductbank (Part II) - Sunset Bridge; Complete	9/7/11				○		
Bridge 6A Wilshire SB Off-Ramp; Begin Replacement of Structural Steel Girder	9/8/11*				○		
Bridge 6A Wilshire SB Off-Ramp; Begin Installation of Steel Girder Top Deck & Diaphragms	9/19/11*				○		
Bridge 5B Ohio UC; Complete Footing & Pile Cap/Abutment Wingwalls Ph I	9/19/11*				○		
Bridge 16 Sunset OC; Begin West Side PC Girder Top Deck & Diaphragm	9/20/11*				○		
Bridge 6A Wilshire SB Off-Ramp; Complete Installation of Steel Girder Top Deck & Diaphragms	10/5/11*					○	
Bridge 12 Constitution UC; Complete Installation of PC Girder Top Deck & Diaphragms	10/7/11*					○	
UID # N-393 LADWP Underground Power/Duct Bank 1740+00 to 1760+00 - Sunset Bridge; Construction	10/7/11*					○	
UID # 196B LADWP Electrical Ductbank; Begin Wire Pull Construction	10/11/11*					○	
UID # 406 & 406A 18" Storm Drain with Catch Basin at Sunset Area 4; Begin Construction	10/12/11*					○	
UID # 307 24" Storm Drain at Wilshire Blvd; Begin Construction	10/21/11*					○	
Bridge 5B Ohio UC; Begin Installation of PC Girder Top Deck & Diaphragms	10/27/11*					○	
UID # N-1057 Telecom Duct Bank Station 2041+00-1 Valley Vista; Complete Construction	10/31/11*					○	
Bridge 5A Ohio UC; Begin Installation of PC Girder Top Deck & Diaphragms	10/31/11*					○	
Install Drain (Sta 1550, 1555, 1583) Northbound - I-10 Interchange Area - Complete Construction	11/1/11						○
W-Bdg 3-Olympic-P C Girder Top Deck & Diaphragms - PH 1 - Complete Construction	11/7/11						○
W-Bdg 20-Bel Air-P C Girder Top Deck & Diaphragms - PH 1 - Begin Installation	11/15/11						○
W-Bdg 17-Church-P C Girder Top Deck & Diaphragms - Begin Installation	11/17/11						○
W-Bdg 2-Exposition-P C & Steel Girder Top Deck & Diaphragms - Begin Installation	11/30/11						○
							

PROJECT SUMMARY SCHEDULE



I-405 Sepulveda Pass Improvements Project

Summary Schedule

CRITICAL PATH NARRATIVE

The project has several critical paths which may potentially change as the work progresses. Based on the current project update, the primary critical path runs through the demolition and construction of the Mulholland Drive OC (Bridge 22), including permanent Utility relocations. The path continues through the Skirball Area (Mulholland Bridge) median work and ends with the permanent delineation of Area 6 (Skirball).

PROJECT COST STATUS

I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT
 FEDERAL PROJECT #: SARRA-405-3(015)N, METRO PRIME CONTRACT# C0882
 METRO CONSTRUCTION MANAGEMENT DIVISION / CALTRANS
 COMBINED COST REPORT BY PHASE
 PERIOD ENDING: JUNE 2011
 DOLLARS IN THOUSANDS

PHASE #	PHASE CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
0	PA&E	PROJECT APPROVAL & ENVIRO DOCS	22,000	-	21,457	-	21,457	-	21,457	-	21,457	-
1	PSE	PLANS, SPECS, & ENGINEERING	63,100	-	41,080	113	40,857	563	37,428	-	41,080	-
2	RS	RIGHT-OF-WAY SUPPORT	14,000	-	9,543	128	4,191	128	4,191	-	9,543	-
3	CS	CONSTRUCTION SUPPORT	28,000	-	52,307	880	10,672	1,418	8,417	-	52,307	-
4	C	CONSTRUCTION	823,900	-	810,427	188	737,303	10,343	250,915	-	810,427	-
9	RC	RIGHT-OF-WAY CAPITAL	83,000	-	99,186	601	23,739	720	17,746	-	99,186	-
TOTAL PROJECT			1,034,000	-	1,034,000	1,910	838,219	13,172	340,154	-	1,034,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 31, 2011.
 KIEWIT EXPENDITURES ARE ONLY THROUGH MARCH 31, 2011 DUE TO INVOICING LAG.

PROJECT COST ANALYSIS

Approved Budget

The Approved Budget reflects the Metro Board adopted Life-of-Project (LOP) Budget which was approved in April 2009 in the amount of \$1,034.0 million. Next months report will be updated to reflect an additional \$6.0 million approved by the Metro Board to add the City of LA's Reversible Lanes Project Scope.

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$1,034.0 million. The Current Budget has been adjusted to align with the forecast. A Project Budget Change Request will be prepared and processed through the Project to reconcile the present Forecast in conjunction with the trending program.

Commitments

The Commitments increased by \$1.9 million this period for Master Cooperative Agreements, real estate purchases, consulting service contracts, and Metro/Caltrans staff charges.

Expenditures

Expenditures are cumulative through May 2011. The expenditures increased by a total of \$13.2M this period. Expenditures for this period within the construction support phase included Caltrans project staff and miscellaneous consultant contract services. Metro costs in the right-of-way categories were for 3rd party Metro staff costs and for City of LA and DWP expenditures. Caltrans right-of-way expenditures for the period included staff charges for right-of-way support and real estate parcel acquisitions. The Kiewit invoice covering March 2011 for \$10.2M was processed this period. The \$340.2 million in Project Expenditures to date represents 32.9% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

JUNE 2011

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	APPROVED BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE * \$	%
FEDERAL SAFETEA-LU	\$117.000	\$117.000	\$117.000	\$117.000	100%	\$20.033	17%	\$20.033	17%
FEDERAL ARRA	\$189.900	\$189.900	\$189.900	\$189.900	100%	\$164.293	87%	\$154.138	81%
STATE CMIA	\$614.000	\$614.000	\$254.700	\$477.581	78%	\$118.952	19%	\$117.615	19%
STATE TCRP	\$90.000	\$90.000	\$42.000	\$42.000	47%	\$35.238	39%	\$35.238	39%
STATE RSTP	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$0.000	0%	\$0.000	0%
PROPOSITION C 25%	\$13.000	\$13.000	\$13.000	\$1.638	13%	\$1.638	13%	\$1.638	13%
TOTAL FUNDS	\$1,034.000	\$1,034.000	\$626.700	\$838.219	81%	\$340.154	33%	\$328.662	32%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 2011.

* BILLING AMOUNT IS LESS THAN EXPENDITURES AMOUNT DUE TO SYSTEM LAG IN SUBMITTING INVOICES TO CALTRANS.

STATUS OF FUNDS ANTICIPATED

FEDERAL SAFETEA-LU: \$117M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

FEDERAL ARRA: \$189.9M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro with consultation with FHWA.

STATE CMIA: State Proposition 1B Bond sales provided \$254.7M to the project. Funds are available for drawdown.

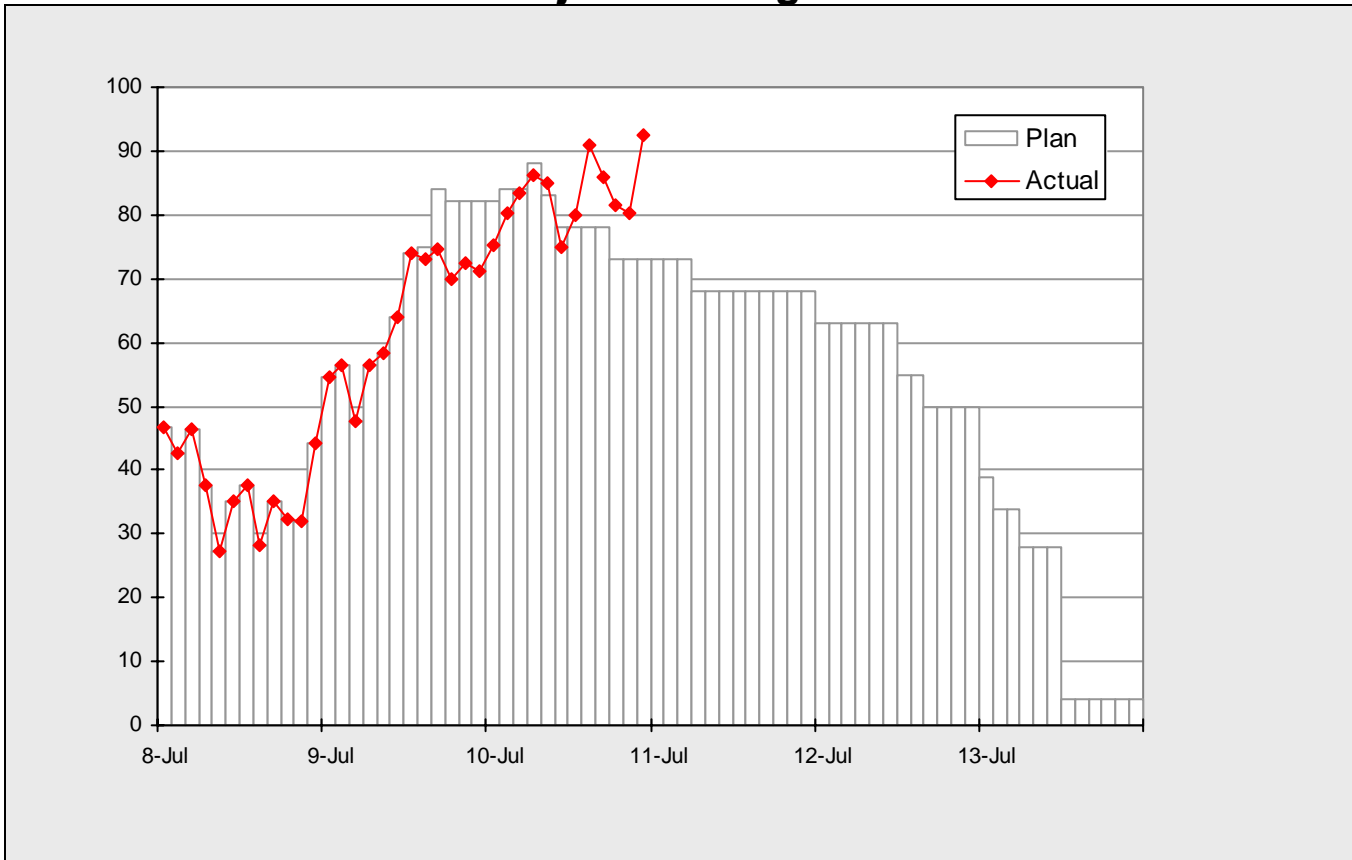
STATE TCRP: \$42M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

STATE RSTP: \$10.1M is available for drawdown for specific phases of the Project as agreed upon in the Cooperative Agreement between Caltrans and Metro.

PROPOSITION C 25%: The Metro Board approved the allocation of \$13M to the Project.

STAFFING STATUS

Total Project Staffing - FTEs

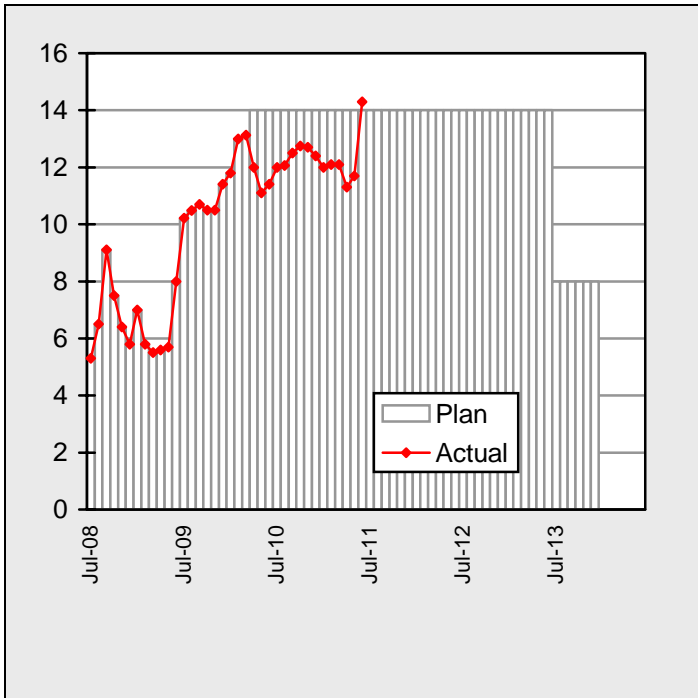


Total Project Staffing

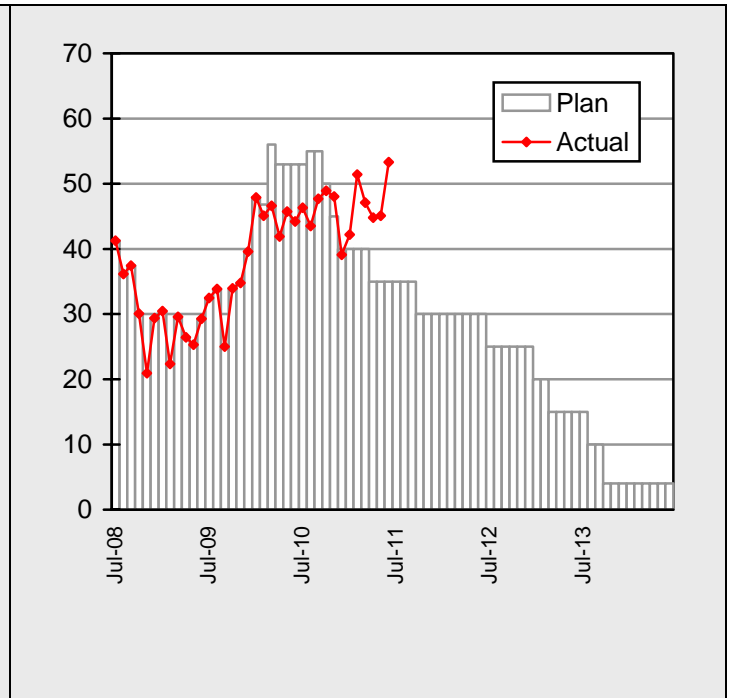
Metro was required to comply with a Federal audit to convert Independent Contract staff to "As needed." Due to limitations for this classification and to meet the needs of the Project, resources were reallocated to the Construction Management Consultant Contract. Additionally, resources were brought on to assist in qualifying, estimating and processing changes to scope. Staff will be relooking at Caltrans to ensure that the labor forecast is valid.

STAFFING STATUS

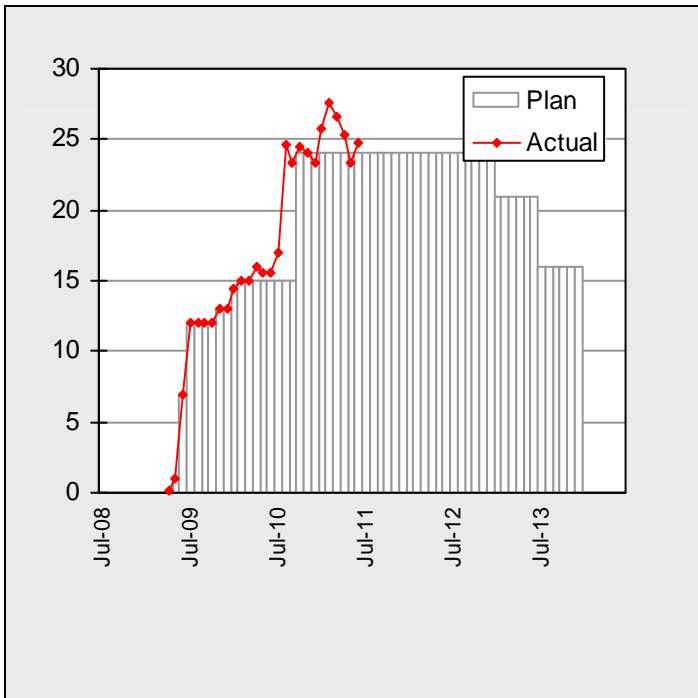
MTA - FTEs



CALTRANS- FTEs



STANTEC - FTES



REAL ESTATE STATUS

The Real Estate acquisition process is proceeding with a majority of the parcels on schedule to be turned over to the Contractor by the dates specified in the contract. Currently, most of the parcels are on schedule to meet the target dates stated in the contract, and several parcels may require condemnation in order to be acquired. The Contractor has requested a number of parcels to be provided earlier than required by the contract and the Project is working to accommodate this request.

Parcels of concern:

- Santa Monica Mountain Conservancy (Parcel 79610) – The Project has acquired a Right-of-Entry (ROE) to proceed with work on the project while the acquisition process proceeds forward.
- Metropolitan Water District of Southern California (Parcel 79612) – A right-of-entry was acquired in September 2010, and the Project is working with the Contractor to mitigate any impacts.
- Visionquest (Parcel 79617) – It is very likely that the Project will not be able to deliver this required parcel. In order to mitigate this, Metro has issued a change to Kiewit to redesign and order materials to avoid the requirement of this parcel.

The Project is also focusing intently on several parcels to keep acquisition on schedule:

- The Veterans Administration parcels (79586, 79711) containing the Breitburn oil line are impacted because of the 2008 Act (H.R. 2764) referenced as “Consolidated Appropriations Act, 2008” preventing VA from transferring the parcel.
- The General Services Administration parcel (79559) will require additional attention to assure that acquisition does not impact construction. A License to Enter Agreement was issued to Kiewit on June 7, 2011.

Project is moving forward with the compensation and Temporary Construction Easements with the 22 parcels in the Westwood Hills Area.

REAL ESTATE STATUS

32	Total Required Parcels
15	Available for Construction
14	In Appraisal Process
3	Deleted
7	Past Due with no apparent schedule impact

ENVIRONMENTAL STATUS

- Ongoing coordination with resource agencies for required surveys for construction activities during bird nesting season (March 1st to September 1st).
- Ongoing coordination with Santa Monica Mountains Conservancy (SMMC) and National Park Service on wildlife crossings and other issues.
- Submitted an amendment for the 1600 Streambed Alteration Agreement (SAA) with the California Department of Fish and Game (CDFG) for additional drainage impact associated with groundwater diversion for Soil Nail Wall 1836.
- Reviewed environmental approval for City of LA Skirball Center Drive Widening Project and Roscomare Traffic Calming mitigation measures.
- Coordinated activities for Mulholland Bridge bird relocation with US Fish and Wildlife Service and CDFG.
- Coordinated with Caltrans Landscape Architect to develop an alternative solution for providing landscaping along Sepulveda Blvd. between Wilshire and Sunset in accordance with commitments made in the Final EIR/EIS.
- Received concurrence from CDFG for vegetation removal in low quality habitat areas.

COMMUNITY RELATIONS STATUS

- Distributed construction notices for the following construction activities: Beloit soundwall demolition, Beloit wall demolition, tree removal 10 connectors, Santa Monica rebar install, clear and grub NB 405 to EB 10 connector, pile driving at the northbound Sunset onramp, pile installation at Wall 1746, k-rail installation at Wall 1730, pile driving at the northbound on ramp, k-rail installation and phase 2 retaining wall removal at Walls 1720-1730, water line improvements and full nighttime closures of Sunset Blvd., Sepulveda Blvd. utility relocation, Skirball Bridge girder installation, Mulholland Bridge traffic reconfiguration, Valley Vista utility power line work activity and Mulholland Bridge closure.
- Participated in the following meetings: Community Advisory Committee Meeting, Elected Officials Briefing, Mulholland Community Meeting, Westwood Hills Property Owners Association Board, Milken School Meeting, Sherman Oaks Neighborhood Council, Royal Woods Meeting, Encino Neighborhood Council, Beverly Crest Neighborhood Council, Brentwood Glen Home Owners Association Annual Meeting, Veterans Administration Hospital, Metro Street and Freeways Subcommittee, Traffic Information People Meeting, Wilshire/Sepulveda traffic Study, Mulholland Traffic Management Plan, LADWP on Sepulveda Coordination, City Council Mulholland Demolition, West Los Angeles Job Center.
- Coordinated the following work activities: 3 week look-ahead at Beloit, south of Ohio, 3 week look-ahead at Beloit, south of Santa Monica, meeting with residents at Wall 1746, calendar of events, Skirball ramp closures for events, Sepulveda Blvd. potholing operations, construction lighting on Sepulveda Blvd., clean-up of materials at Valley Vista work site, Sepulveda Blvd. utility relocation work hours, full freeway closure outreach, Mulholland Bridge closure signage, opening of back gate at Casiano Road and emergency response during full freeway closure.
- 2,312 followers on Twitter.
- 1,780 active users on Facebook.
- 346 subscribers on Nixle.
- Website 38,023 page views.

QUALITY ASSURANCE STATUS

- Metro Quality participated in:
 - Just-In-Time class on rapid set concrete.
 - Twenty Pre-Activity Meetings related to the Mulholland Bridge demolition.
 - Internal MTA audit of the southern half of the Mulholland Bridge demolition.
- Started an audit of KIWC's Project Training activities.
- Six Nonconformance Reports (NCR's) were issued this month. Six older NCR's were closed.
- Three Deficiency Reports (DR's) were issued this month. Three older DR's were closed.
- KIWC issued the Monthly Quality Assurance Program Report.

SAFETY AND SECURITY STATUS

- During June, a craft worker was struck in the face by a wooden board. The injury did not prevent the worker from returning to his duties the next day. However, this was the third recordable injury for this sub-contractor and a Safety Stand-Down and work practices review was implemented by the sub-contractor to refocus management and craft in injury prevention issues.
- Safety Staff continued to participate in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Construction activities are monitored to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meeting, Foreman's Weekly Safety Meetings and other project meetings to evaluate contract safety requirement compliance.
- June Contractor Work Hours (Design & Construction): 120,813
- Contractor – Project to Date Work Hours (Design & Construction): 1,882,882
- Total Project to Date Work Hours (Contractor & the IPO Staff): 2,163,166
- Project to Date Recordable Injury Rate: 0.6 (Six Recordable Injuries) (each rate is per 200,00 work hours)
- Project to Date Total Time Away Injury Rate: 0.1 (One Time Away From Work Injury)
- Project to Date Total Days Away Rate: 10.1 (109 Days Away From Work)
- The contractor continues to submit updates to the Project Security Plan for new areas of construction.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	MCA	12/11	6/09	A stand-alone Master Cooperative Agreement (MCA) between the City of Los Angeles and LACMTA is currently being drafted for the I-405 Project.
Los Angeles County Department of Public Works/Los Angeles Flood Control District	MCA	Cancelled	Cancelled	On advice of the County Counsel, LACMTA is not required to enter into a Master Cooperative Agreement with the Los Angeles County Department of Public Works/Los Angeles Flood Control District since the I-405 Project is a State Project, not a LACMTA Project.
Utility Owners	Utility Agreements	Various	Various	Caltrans style Utility Agreements (similar to MTA Work Order Authorizations) will be completed as relocation plans are approved for each location.

CONTRACT STATUS

I-405 Sepulveda Pass Improvements Project Design/Build Contractor: Kiewit		Contract No.: C0882 Status as of: July 1, 2011																													
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> • Began work at GSA site. • Began Bridge 5 Ohio UC NB construction. • Completed Area 1 storm drain encasement. • Completed installation of deck panels on Bridge 16 Sunset OC south side. • Installed girders on Bridge 21 Skirball OC north side. • Began preparations for demolition of Bridge 22 Mulholland Drive OC south side. • Began demolition of existing Walls 1720 and 1730. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Reversible Lane Project on Sepulveda Blvd. • The Getty Agreement. • The VA Property ROW. 		<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • DWP power undergrounding. • VA sewer relocation and VA ductbank relocation. • MSE Wall Panel fabrication and delivery. • Grading and paving. • Construction of Walls 1640/1665/1667/1672/1685/1720/1730/1746/1836/1897/1942. • Bridge 3 construction and Bridge 4a/4b construction. • Bridge 5 construction. • Bridge 7 and Bridge 9 construction. • Bridge 12 and Bridge 13 construction. • Bridge 15 and Bridge 16 construction. • Bridge 21 and Bridge 22 construction. • Maintenance during construction. - SWPPP cleanout and repairs, graffiti removal from k-rails, trash and debris removal. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Area 7 sewer lines relocation. • Area 4 storm drain relocation. • Bridge 3 Olympic UC erect girders. • Bridge 13 Montana UC pour deck. • Bridge 21 Skirball OC installation of deck panels on north side. • Bridge 22 Mulholland OC demolition of south side. • Maintenance during construction. 																													
			Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast																								
Commencement		08/31/09	0	08/31/09	08/31/09	0																									
Completion		05/31/13	0	05/31/13	05/31/13	0																									
Punchlist Complete		08/29/13	0	08/29/13	08/29/13	0																									
Final Acceptance		11/27/13	0	11/27/13	11/27/13	0																									
<p>Schedule Summary:</p> <table border="0"> <tr> <td>Notice of Award</td> <td>04/29/09</td> </tr> <tr> <td>Notice to Proceed</td> <td>06/02/09</td> </tr> <tr> <td>Original Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Approved Time Extensions (CD)</td> <td>0</td> </tr> <tr> <td>Current Contract Duration (CD)</td> <td>1640</td> </tr> <tr> <td>Elapsed Time from NTP (CD)</td> <td>760</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td>46.3%</td> </tr> </table>		Notice of Award	04/29/09	Notice to Proceed	06/02/09	Original Contract Duration (CD)	1640	Approved Time Extensions (CD)	0	Current Contract Duration (CD)	1640	Elapsed Time from NTP (CD)	760	Contract Elapsed Time Percent	46.3%	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr> <td>1. Award Value:</td> <td>720,922</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>1412.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>575.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td>722,909</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>265,929</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td>36.8%</td> </tr> </table>				1. Award Value:	720,922	2. Executed Modifications:	1412.00	3. Approved Change Orders:	575.00	4. Current Contract Value (1 + 2 + 3):	722,909	5. Incurred Cost:	265,929	6. Percent Incurred Cost:	36.8%
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CHRONOLOGY OF EVENTS

May 18, 2007	The Draft Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
May 22, 2007 to October 1, 2007	Public review of draft EIS.
February 29, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) is issued.
March 10, 2008	The Final Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) errata with U. S. General Services Administration (GSA) comments is issued.
March 14, 2008 to April 14, 2008	Public review of Final EIS.
April 25, 2008	Record of Decision (ROD) approved.
October 10, 2008	LACMTA issued Invitation For Bid (IFB) for the project.
February 20, 2009	Project bids opened.
April 23, 2009	LACMTA Board authorized the Chief Executive Officer to award Design-Build Contract C0882 to Kiewit Pacific Co.
April 23, 2009	LACMTA Board approved establishing a budget of \$1.034 billion for project 405523.
April 23, 2009	LACMTA awarded Contract C0882 to Kiewit Pacific in the amount \$694,156,000 to include Schedules A, C, and H (Option 4).
April 29, 2009	LACMTA issued a revised NOA to Kiewit Pacific in the amount \$720,922,000 to include Schedules A, C, E (Option 1), F (Option 2), G (Option 3), and H (Option 4).
June 2, 2009	LACMTA issued Notice to Proceed to Kiewit Pacific for the Design-Build Contract C0882.
August 31, 2009	Contract Commencement Date.
September 24, 2009	Kiewit Pacific submitted the Project Baseline Schedule.
October 14, 2009	Project Design Quality Management Plan approved.

CHRONOLOGY OF EVENTS (Cont'd)

December 14, 2009	Project Quality Management System approved.
January 20, 2010	Project Baseline Schedule was approved.
January 27, 2010	Roadway Restriping commenced.
March 12, 2010	Major Project Permits were obtained; Permit 401 – Water Quality Control Board, Permit 404 – U.S. Army Corps of Engineers, and Permit 1600 – California Department of Fish & Game.
May 31, 2010	The Project completed one year without a Recordable Injury.
July 23, 2010	Sunset Bridge major demolition of the south side top deck and center column.
August 2, 2010	Commenced construction on Bridge 4a/b.
August 16, 2010	Commenced ExxonMobil 16" utility relocation at Bridge 16.
August 20, 2010	Operating Engineers Local 12 initiate labor action by striking.
August 24, 2010	Completed ductbank work on Sepulveda for DWP utility undergrounding.
August 24, 2010	Commenced construction of Walls 1720/1730.
August 24, 2010	ITS Backbone is cut.
September 7, 2010	DWP started pulling wires for utility undergrounding on Sepulveda.
September 9, 2010	Operating Engineers Local 12 Labor action is settled and strike ends.
September 13, 2010	Completed the excavation of Roadway at 1685/1691.
September 15, 2010	Completed the removal of Wall 1665.
September 18, 2010	Completed installation of Temporary walkway at Skirball Bridge.
September 28, 2010	Pioneer access to Sunset on-ramp, Bridge 15 Abutment 1.

CHRONOLOGY OF EVENTS (Cont'd)

October 12, 2010	Began excavation of Sunset Bridge 16 Abutment 1 Footing.
October 12, 2010	Began demolition of Skirball Bridge 21.
October 15, 2010	Completed demolition Skirball Bridge 21.
October 15, 2010	Began driving piles at Santa Monica Bridge 4.
October 15, 2010	Installed Beams at Sunset Bridge 16, Bent #2.
October 15, 2010	Began driving piles on Santa Monica Bridge 4.
October 19, 2010	Completed demolition of Sunset Bridge 16, Abutment 4.
October 21, 2010	Installed beams at Sunset Bridge 15 On Ramp, Abutment 1.
October 22, 2010	Began Demolition of Sunset Bridge 16, Abutment 1.
October 22, 2010	Installed Piles at Wall 1720.
October 25, 2010	Began Excavation at Walls 1685/1691.
October 28, 2010	Began the relocation of overhead power lines at Ohio Ave Bridge 5.
October 28, 2010	Clear and grub area at Wall 1746.
November 12, 2010	Completed demolition of soundwall, barrier rail, and overhang at Bridge 13.
November 15, 2010	Completed installation of SOE at Abutment 1 NB at Bridge 4 Santa Monica.
November 15, 2010	Completed demolition of existing ExxonMobil 16" Oil Pipeline.
November 17, 2010	Completed excavation of CIP at Wall 1640.
November 18, 2010	Began excavation at Wall 1635.
November 29, 2010	Began Excavation at Bridge 13.
November 30, 2010	Began relocation of SCE underground vault.

CHRONOLOGY OF EVENTS (Cont'd)

December 7, 2010	Began driving piles at Bridge 13 - Montana Avenue UC.
December 14, 2010	Completed Pile driving at Abutment 1 Bridge 16 Sunset OC.
December 15, 2010	Completed the installation of new power poles and raised the utility wires at Bridge 5 - Ohio Avenue.
December 16, 2010	Completed piles at abutments 1 and 2 for Bridge 13 Montana Ave UC.
December 17, 2010	Began installation of SOE beams at Bridge 15 Sunset on-ramp.
January 3, 2011	Began Construction of Piers and Columns at Bridge 16.
January 11, 2011	Began Construction Activities at Bridge 5.
January 13, 2011	Began Construction Activities at Bridge 12.
January 17, 2011	Began Installation of Footings and Pile Caps at Bridge 16.
February 1, 2011	Began Construction Activities at Bridge 21 – Skirball Center Drive.
February 14, 2011	Began Field Work relocating Storm Drain at Veterans Administration (VA).
February 21, 2011	Began Field Work relocating Chevron Oil Pipeline at Bridge 23 – Sepulveda UC.
February 23, 2011	Began Construction Activities at Bridge 15 – Sunset On-Ramp.
February 25, 2011	Completed Drilling and Placing Beams at NB Abutments 1 & 2 at Bridge 12 – Constitution UC.
February 28, 2011	Completed Pouring Columns at Bent 3, Bridge 16 – Sunset OC.
March 2, 2011	Began Field Work relocating LADWP 4" Waterline at Valley Vista.
March 2, 2011	Completed Driving 14" Square Piles at Bridge 3 Abutment 1.
March 15, 2011	Began Field Work relocating So Cal Gas Line at Wall 1746.

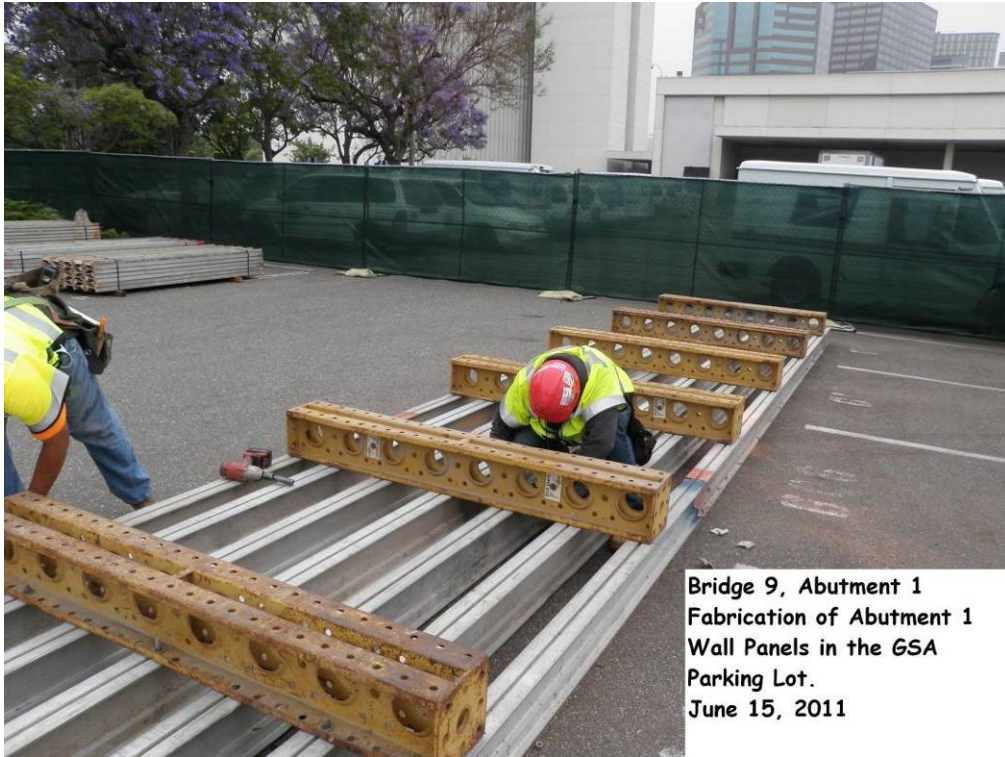
CHRONOLOGY OF EVENTS (Cont'd)

March 18, 2011	Completed Setting Soldier Beams at Bridge 15 Bent 2 & 3 Mainline.
March 23, 2011	Began Field Work Encasing Sewer Lines 401-403 at Walls 1720, 1730 and 1746.
March 31, 2011	Completed Setting and Backfilling Wall Panels at Wall 1942B.
April 4, 2011	Began Installation of Bent 2 & Bent 3 Columns at Bridge 21 Skirball Center Drive OC.
April 5, 2011	Began Installation of Storm Drain at Walls 1720 and 1730.
April 10, 2011	Completed Installation of Girders at Bridge 13 Montana Ave UC.
April 22, 2011	Completed Bridge 9 Wilshire Blvd. UC demolition for widening.
April 25, 2011	Began Work Relocating Shell Oil Line at Bridge 23 Sepulveda UC.
May 2, 2011	Began Relocation of Area 2 Sewer Lines # 201-203.
May 6, 2011	Completed Setting Girders at Southside of Bridge 16 Sunset OC.
May 11, 2011	Began Construction Work on Bridge 3 Olympic Blvd.
May 25, 2011	Completed Tie Back Installation at Walls 1720 and 1730.
June 3, 2011	Completed Girder Installation on the North Side of Bridge 21 Skirball OC.
June 13, 2011	Began Installation of Precast Deck Panels on Bridge 16 Sunset OC.
June 24, 2011	Began Demolition of Existing Walls 1720 and 1730 along Sepulveda Blvd.
June 30, 2011	Completed Installation of Precast Deck Panels on Bridge 16 Sunset OC.

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS

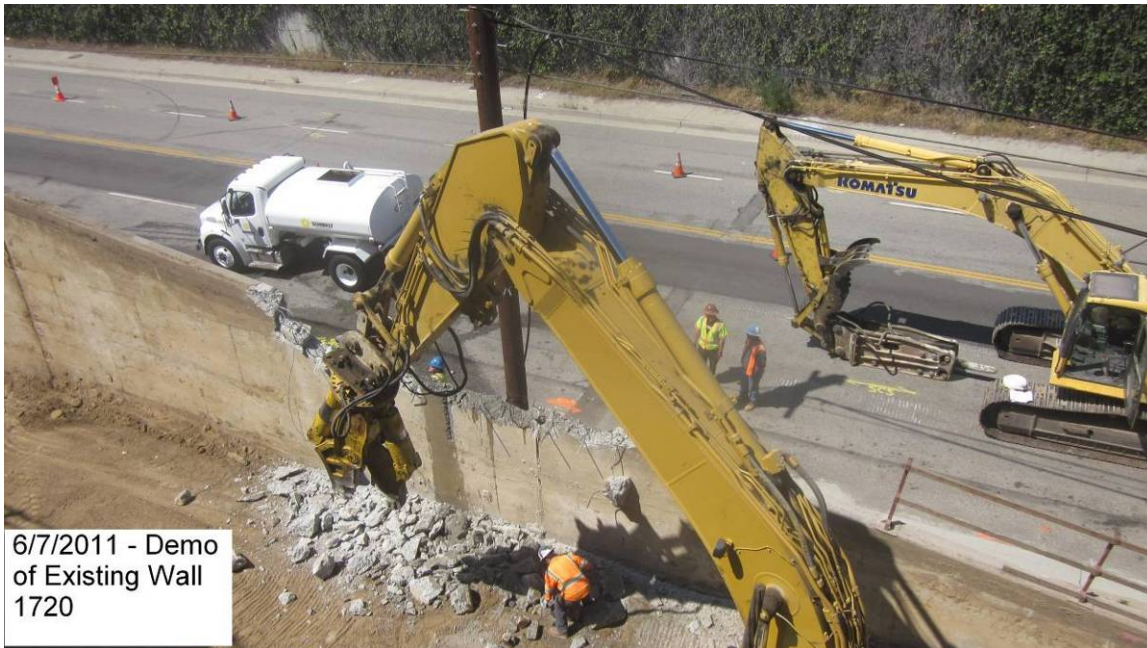
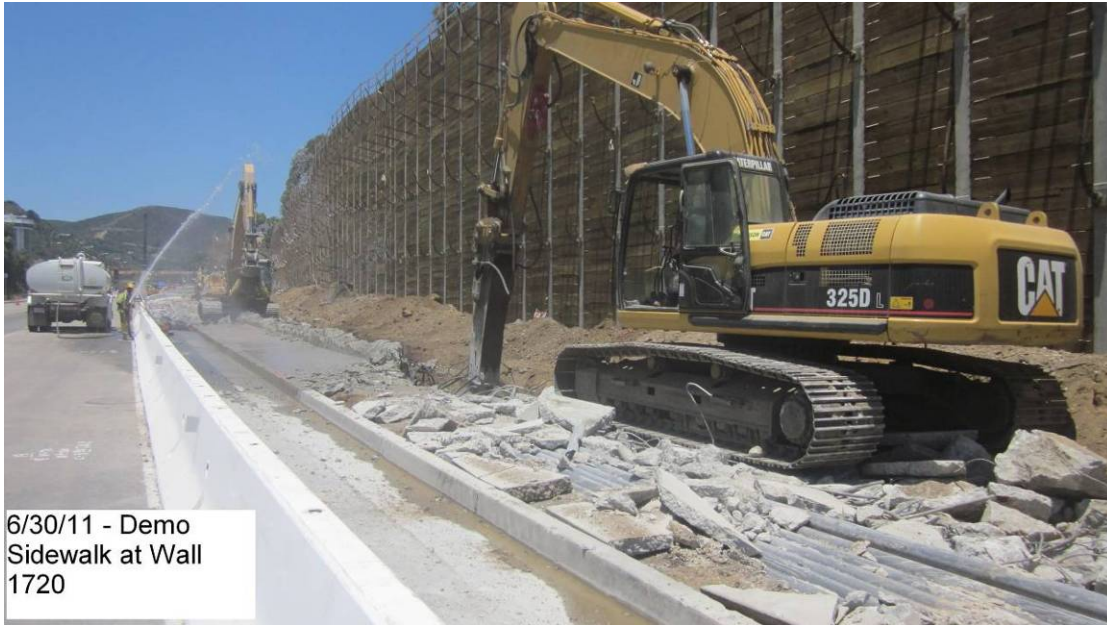


**Bridge 9, Abutment 1
Fabrication of Abutment 1
Wall Panels in the GSA
Parking Lot.
June 15, 2011**



**MSE Wall 1634
Stations 1630+00 to
1638+00
June 24, 2011**

CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



CONSTRUCTION PHOTOGRAPHS



Skirball girders set 6/1/11



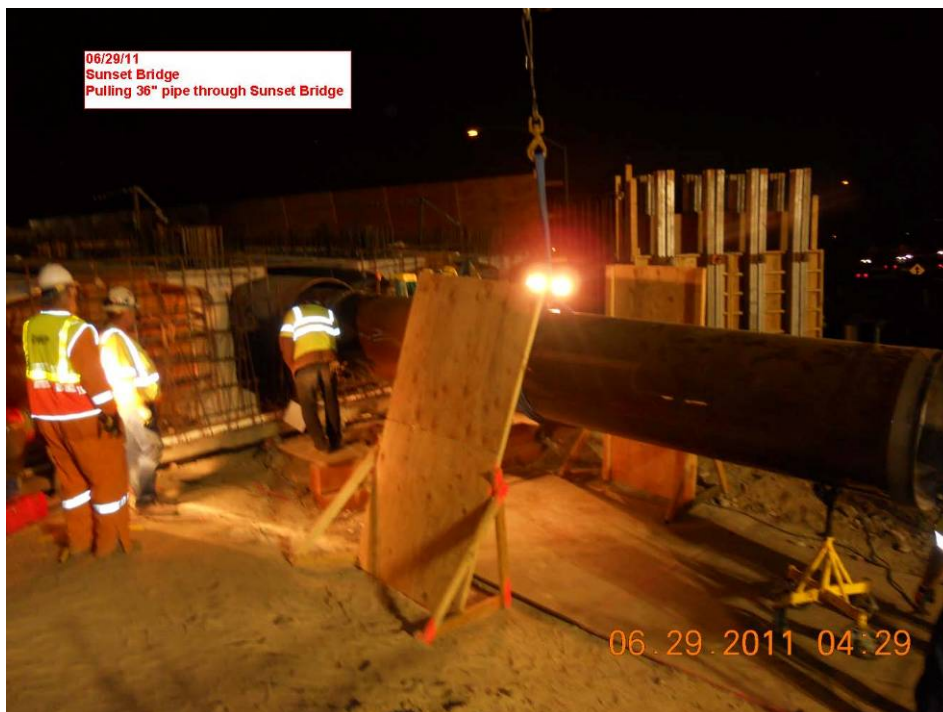
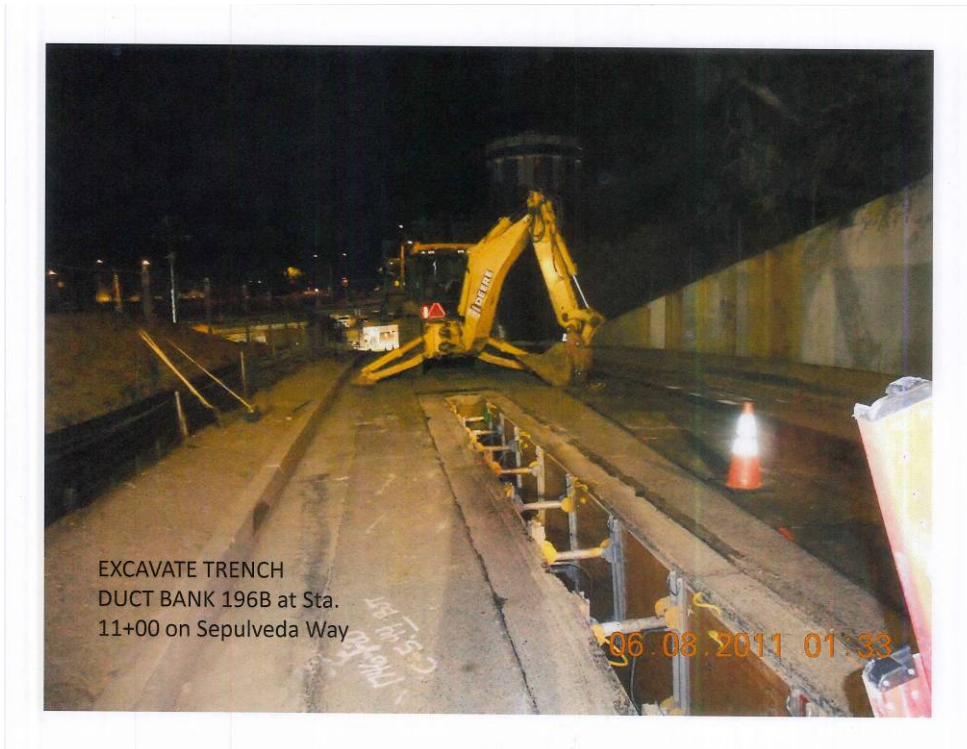
Skirball girders set 6/1/11

CONSTRUCTION PHOTOGRAPHS



Sunset Bridge excavated pit for Flex-Tend Vault.

CONSTRUCTION PHOTOGRAPHS



Putting 36" pipe through Sunset Bridge.

CONSTRUCTION PHOTOGRAPHS



APPENDICES

COST AND BUDGET TERMINOLOGY

APPROVED BUDGET: The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT BUDGET: The Original Budget plus all budget amendments approved by formal Metro action. Also referred to as Approved Budget.

CURRENT FORECAST: Evaluation of costs to go combined with actual expenditures.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.

EXPENDITURES: The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).

PROJECT APPROVAL & ENVIRONMENTAL DOCUMENTS: Costs for agency staff and consulting contracts leading to project approval and environmental clearances.

PLANS, SPECS. & ENGINEERING: Agency staff and consulting contract costs between the initial project approval and environmental clearances but prior to start of construction.

RIGHT-OF-WAY SUPPORT: Costs for agency staff involved in real estate appraisal and parcel purchase activities and agency staff costs involved in utility relocations and third party agreements. Includes real estate appraisal costs.

CONSTRUCTION SUPPORT: Agency staff and consulting contract costs occurring during the construction phase of the project.

CONSTRUCTION: Costs for highway construction, bridge and on/off ramp construction and modifications, retaining wall and sound wall construction. Includes final design costs by Design/Build Contractor.

RIGHT-OF-WAY CAPITAL: Costs for real estate parcel purchases and utility relocations costs after approval of utility company agreements. Includes costs for Master Cooperative Agreements after approval by agencies.

**APPENDIX
LIST OF ACRONYMS**

ARRA	American Recovery & Reinvestment Act
AWIS	Automated Work Zone Information Systems
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CMS	Changeable Message Signs
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
COLA	City Of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DD	Design Development
DEIR	Draft Environmental Impact Report
DR	Deficiency Report
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
GSA	General Services Administration
GSRD	Gross Solids Removal Devices
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
IFB	Invitation for Bid
IPO	Integrated Project Office
ITS	Intelligent Transportation Systems

**APPENDIX
LIST OF ACRONYMS (Continued)**

LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LARTMC	Los Angeles Regional Transportation Management Center
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MOT	Maintenance of Traffic
MPSR	Monthly Project Status Report
MSE	Mechanically Stabilized Earth
MVDS	Microwave Vehicle Detection System
MVP	Maintenance Vehicle Pullouts
MWD	Metropolitan Water District
N/A	Not Applicable
NCR	Non-Conformance Report
NEPA	National Environmental Quality Act
NHS	National Highway System
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
NTSC	National Television System Committee
P6	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report

**APPENDIX
LIST OF ACRONYMS (Continued)**

QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
RMS	Ramp Metering Systems
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
SIT	System Integration Testing
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SONET	Synchronous Optical Network
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TMS/CS	Traffic Monitoring Stations/Count Stations
TPM	Transportation Management Plan
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package